

STRIKE OF 4,000 HALTS EXPRESS BUSINESS HERE

Drivers, Mechanics and Others Oppose Wage Award by U. S. Government.

QUIT UNION; JOIN A. F. L.

Longshoremen Threaten to Ignore Shipments if Strike-breakers Are Employed.

The biggest express strike New York has known since the riotous of 1910, which lasted three weeks and was full of violence, started yesterday with so little preparation that few persons knew anything was afoot. About 4,000 men quit—drivers of motor and horse express wagons, their helpers, mechanics who tend the motor trucks in the stables and shops, and some platform workers, who handle the goods at terminals and branch offices.

On Sunday night they smashed their own union, the Brotherhood of American Railroad Express Company Employees, and at the same time voted to join the American Federation of Labor as part of the International Brotherhood of Teamsters and to go on strike. This action was taken so suddenly by the Manhattan and Bronx employees that the Brooklyn and Queens men did not have time to arrange a meeting until one was set for today. Few of them went to work yesterday, however. Employees in northern New Jersey have also jumped the reservation.

The strike is directed against the Government, represented by the American Railway Express Company, the merger of the American, Adams, Wells Fargo and Southern Express companies, formed last year under the direction of Director-General McAdoo of the Railroad Administration. It was admitted at the company's office in the Grand Central Terminal yesterday that no packages were being received or delivered at branch offices. If a shipper wanted to take his parcels or boxes to a terminal, he could do it and take a chance on its being shipped.

Deliveries Virtually Stop.

Deliveries virtually stopped altogether. The union leaders said that the tieup is complete. Labor men said last night that the longshoremen would refuse to handle express matter in case strike-breakers were employed. Twenty thousand members of the American, Adams, Wells Fargo and Southern Express companies are represented as having deserted President O'Connell, the International Brotherhood of Teamsters and Longshoremen's Union and acknowledged their leader the less conservative Paul Vancelli. William Karlin, talking to the express strikers yesterday at the Amsterdam Opera House in West Forty-fourth street, said he had been told that organized labor generally would aid them.

Robert E. M. Cowie, a vice-president of the American Railway Express Company, said in a formal statement: "The strike of the vehicle men and garage men has been brought about owing to dissatisfaction with some of the provisions of the recent wage award issued by the Wage Board of the United States Railroad Administration, effective May 1."

"The wage award is a flat increase of \$25 a month, but upon the salary of January 1, 1918, the increase to date back to January 1, 1919; also the eight-hour day with pro rata time for two hours beyond the eight hours and time and a half over ten hours."

"The men demand, in addition, overtime at the rate of time and a half and double for Sundays and holidays. They also demand one week's summer vacation a year with the Government."

"The difference will be referred to the Director of the Division of Labor of the United States Railroad Administration at Washington, and provided for in the wage award order."

Formed a Union in 1911.

After the strike of 1910, which ended in a compromise and another strike in 1911, which was a failure, the companies brought about the formation of a "union" comprising only their own employees. When the Government combined the companies under its control this union changed its name to the Brotherhood of American Railroad Express Company Employees.

A. Z. Julian of the company's vehicle service and J. R. Christie, general manager, met the employees at "the club" on Tuesday night to discuss grievances. The principal one seemed to be that the Government, after sending about fifty employees away on their summer vacations with pay, had suddenly informed the men that the whole vacation schedule had been cancelled.

They also talked hotly about the wage award, and it developed that many had accepted it in the belief that it added \$25 a month to their envelopes beginning January 1, 1919, instead of January 1, 1920, year, since which latter date other increases have been made which are included in the \$25. They said also that they had been compelled to work eleven hours a day at the regular rate before receiving overtime pay.

About 3,000 of the workers were enrolled in organized labor in the Central Opera House yesterday afternoon and will meet there again at 2 P. M. to-day to ratify demands upon the express company drawn up last night by the executive committee at 811 Eighth avenue, headquarters of Local 645 of the teamsters' union.

The men went on strike without having made any formal demands, the union leaders explaining that they were so irritated "the lid blew off" at the Madison Square Garden meeting on Tuesday night.

Recognition of the American Federation of Labor will be first among the demands, besides a week's vacation with full pay.

Express chauffeurs now get \$130 a month, or \$22.50 a week, and drivers of horse drawn vehicles range from \$80 to \$120 a month.

ADVERTISEMENTS.

HOW SIMPLE TO MAKE AND SELL TO YOU. SUITS, \$25 TO \$48.

You reach to the tree for the apple and it is yours. And here you reach direct to the producer, there is no broker between you. As you examine the garments you find a quality quite unusual, \$25 to \$48 for splendid all wool and worsted suits of my own make. Every seam sewed with silk, every garment all wool—and then careful service. I save you \$5 to \$7. G. N. VINCENT, 524-526 5th Ave., near 21st St.

POSTCARD 42 YEARS OLD JUST DELIVERED

Burleson Succeeds Where 17 Predecessors Failed.

A postcard mailed in Buffalo forty-two years and six months ago has just been delivered at its destination, the office of the Barrett Company, 17 Battery place. This time Mr. Burleson is rather to be complimented than blamed, for seventeen Postmasters-General have come and gone since the card was started on its way, and not one of them was able to end its travels successfully until Mr. Burleson, the well known expeditor, took hand.

It is a card relating to business matters, postmarked Buffalo, November 16, 1877, and addressed to the Warren Chemical and Manufacturing Company, 17 Battery place, New York. The Warren company was long ago absorbed by the Barrett Company. A recent attempt was evidently made to deliver the card in Long Island City, where the Warren company used to have a factory, for it bears a Long Island City postmark dated 1919. Thomas M. Hinchard, vice-president and general manager of the Barrett Company, believes that it has waited for a long time in a letter copying press somewhere, for a blurring of the handwriting, which is in ink, indicated this.

The running time for trains between New York and Buffalo is about eleven hours.

LUSTGARTEN TO BE ARRESTED TO-DAY

Fugitive, Now Soldier, Will Be Taken From Transport.

When the transport Mongolia docks to-day at Hoboken Detective Cuniff of the District Attorney's staff will greet the fugitive, a man named Lustgarten, former president of the Tax Lien Company, and impart the information that he has been detailed to escort Lustgarten to Governor Island.

After arrangements have been completed there for his discharge from the army Lustgarten will be taken to the Tombs and held in the lock-up, growing out of the \$500,000 losses sustained by hundreds of New Yorkers when the Tax Lien Company failed in 1917.

Lustgarten disappeared in August, 1917, soon after the company went into bankruptcy. All he left was a note threatening murder, and it is alleged in the indictment against him that he carried the concern's last \$2,000 off with him.

He was believed by some that he had drowned himself, but he subsequently was recognized in Washington by two young women, who informed the District Attorney's office. Lustgarten, however, anticipated this, and he was taken to a unit of the American Expeditionary Force, with which he went overseas. He was arrested several months ago by the army authorities in France, where he was serving with the 30th Sanitary Train under the name of Corporal Allen H. Wilson.

Lustgarten, who, according to Assistant District Attorney Pecora, was left destitute by her husband when he disappeared, is now secretary to Mrs. Joseph Pecora and is at present connected with the latter. Recently she cabled the authorities here that she had learned of Lustgarten's arrest and would be glad to return to the town and any information they might desire.

GUARDS ARE TAKEN FROM PERTH AMBOY

"Deported" to End Brawl With Town Youths.

Two tugboats called at Perth Amboy yesterday and took aboard the coast guard cutter, which has been stationed at the town during the war. The tugboats pulled away a large and youthful delegation of Perth Amboy citizens, which was prolonged until the police put an end to the demonstration.

The removal of the coast guards, acting with the command of the coast guard station as a result of a night's rioting of street fights, which began, so it was reported, when some of the interlopers of the town began calling the coast guard men slackers. In the first brawl that ensued immediately after the departure of this quartet four of the guards were arrested and paroled.

On the following night there was another uproar. The coast guards, traveling in a body, met a party of town boys and endeavoring to make a clear way through them. There were three arrests and fines of \$25. The guards in default of fines were sentenced to the workhouse for sixty days. The tempo of the rioting portion of the guard command was such that the commander was glad to report to Mayor Dorsey on their "deportation."

JOBS GO BEGGING. ELKUS TELLS BRONX

Unemployed Refuse Smaller Positions, He Says.

Abram I. Elkus, addressing the Bronx Board of Trade said yesterday that there was a shortage of labor which could be met if the men and women would take the jobs that are offered. "The difficulty is," he said, "that employees or prospective employees are distinguished by the fact that they think they are not big enough for them."

Mr. Elkus said he knew of mills in New Jersey with enough work to run night and day that are unable to get help.

Referring to the rent problem, he said that construction of new apartments and houses ought to be pushed at once. He did not favor the State entering the building enterprise, however, because it would lead to more general Government ownership. The policy of the State ought to be one of encouragement, he declared, to get rid of the overlapping of real estate and commissions. Mr. Elkus said he recently learned that there are 164 branches of the State government engaged in collecting revenues.

BURKE ON STAND TO-DAY.

Likely to Be Called Again in Bribery Investigation.

It is expected that Richard H. Burke will be called to the stand again for cross-examination by Frank Moss, counsel for Senator George F. Thompson, this morning when the Senate Judiciary Committee meets in the City Hall to continue its investigation of the allegations that officers of money were made to secure the passage of the Carson-Martin trolley fare bill.

Harry B. Weatherwax of the New York State Bar Association and Joseph K. Choate, who drew the bill, are under subpoena and may be called on the stand before the day is over. It is understood that former Governor Whitman will be cross-examined by Mr. Moss to-morrow. The examination of Theodore P. Shonts, president of the State Street Rapid Transit Company, is also under contemplation. The minutes of the board of directors of that company when it was voted to give a railway to former Governor Whitman have been called for.

Truckman Held for Silk Theft.

Philip Levine, a truckman, was held in \$5,000 bail in Jefferson Market Court, yesterday, on suspicion of being connected with the theft of \$7,500 worth of silk goods from Lebaue & Kurman, 363 Fifth avenue.

CHARGES FLY ABOUT AT SCHOOL HEARING

Civic Committee Chairman Lays Part of "Disgraceful Conditions" to Neglect.

DEMANDS NEW BUILDINGS

"Keep to the Truth and Not Be Unfair," Retorts Superintendent Shallow.

In the end every one agreed to do everything he could to induce the Board of Estimate to find enough money to keep in good condition all the old ramshackle public school buildings in the city as well as to continue the erection of new ones, but it looked for a time yesterday as though the hearing which the Board of Education granted to the Public Education Association and other civic bodies might break up in a perfectly good way.

Howard W. Nudd, director of the association, and Mr. Emil Boas, chairman of its joint committee on sanitation and equipment of school buildings, charged the sanitary conditions of many of the schools were "disgraceful and disgraceful." Mrs. Boas read a memorandum which went into details and in which it was "demanded" that the board should "all the repairs which have been asked for for years," that it put up new buildings for the Julia Richman High School and the High School of Commerce for Boys.

Mrs. Simon Guggenheim, who is at the head of the association's school committee, said that she had visited many of the schools and that the conditions were "not only bad, but unworthy of any city, much less the greatest on this continent."

Demands Made for Schools.

Among the "demands" which Mrs. Boas said her committee made were the removal of old furniture from school buildings, placing new desks so that the light comes from the left instead of from the right, installing plans for better lighting, abolishing annexes, expediting the carrying out of requests for repairs, furnishing rest rooms for teachers and at least one couch for every school, hiring more janitors so that school clothes shall not be obliged to scrub floors or clean the schools, giving particular attention to the High School of Commerce and public schools, 51, 70, 108, 310 and 130, and providing a special teacher for defective children.

It does not help a girl now receiving her education at the Julia Richman High School, said Mrs. Boas, "to tell her that there is a site for a new building under consideration which, if approved, may have a new school building ready for occupancy in two years or more, nor give proper desk room when a boy perches on a high chair in the annex of the High School of Commerce."

"If this board could find any possible way to control the deterioration of buildings or control the elements so that the roof wouldn't leak it would do it," announced President Somers with asperity when Mrs. Boas had finished. "But roofs will leak and we can't help it. Some of these school buildings are fifty years old and the last was built in 1914. I don't recall any demand having been made by any civic association for the previous administration for remedying conditions which have always existed."

WAR HELD UP SCHOOL REPAIRS.

The War Industries Board asked me personally to join in the effort to conserve our resources during the war and to make the most efficient use of the money, even for public schools, as we are not winning the war, but making a hindrance. We began our programme by taking the school buildings and have mapped out as much work as human endeavor can accomplish.

"Already \$10,000,000 has been appropriated and a new law has been passed to contract for this money. 'I didn't expect to say a word,' Mr. Somers continued, 'but this board has kept the life of a many dog and has been locked in every place. But it has kept the ship afloat and we have a right to look the public in the face and say we have not been false to our oath of office.'"

"We don't say we expect school buildings not to wear out," Mr. Nudd ventured soothingly. "But we want them kept efficient—like the ships of our fleet. We don't hold this board responsible for the past, but we say it is responsible for correcting conditions. Our association did support the programme of the previous administration because it included putting the old school buildings in shape, but we are not partisan."

Edward H. Shallow, Associate Superintendent of Schools, said that if no one else would "challenge" the report by the association he would.

"It is overdrawn as far as conditions in general are concerned," he declared. "The association has picked out one school which the board has planned to tear down for two years so that one may be erected. The report is overdrawn by 75 or 80 per cent. as far as Public School 70 on East Seventy-fifth street is concerned. It would be much better if the good people of the association would not be so wholesale and sweeping. Let's keep to the truth and not be unfair."

Frank D. Wiley, head of the building committee of the board, said the need for repairs was nothing new and that he would not expect the board to build more than other than those spoken of in the report where conditions were as bad or worse.

"This is the first public knowledge of the condition of the schools," Mr. Somers said at the close of the hearing that the board would soon make up its estimates for 1919-1920 and would try to get what it had done toward setting money for repairs.

Nudd and Mrs. Boas promised that the association would appear before the Board of Estimate and do everything it could to help.

HANGS HERSELF IN QUEER ACCIDENT

Woman, 73, Falls Across Crosswalk, Clothes Line.

There was apparently no one in the line when a 73-year-old woman, Mrs. Bertha Klein, and her 73-year-old mother, Bertha, when she went home to lunch yesterday noon and, supposing that she had hung in a vicar's neighbor, she went back to work, vaguely uneasy.

There was no response to his call when he went to the house at 7 o'clock last night and he began a search. After visiting all the other rooms he opened the bathroom door. Mrs. Klein was hanging across a clothes line and her body was swaying back and forth against the wall.

Klein called Patrolman Dowd of the East Eighty-eighth street station, who sent in an ambulance call to Reception Hospital. Dr. Smith, who responded, said Mrs. Klein had died of strangulation and had been dead some hours. She had been in poor health and the police believe she fell across the clothes line while attempting to hang garments upon it. In her weakened condition she was unable to free herself when the rope caught her about the throat and the weight of her body fell upon it.

WIRELESS TELEPHONE HIT ON BY ACCIDENT

E. F. W. Alexander Admits This to Radio Engineers.

The wireless telephone was the accidental result of a search for something quite different—the wireless transmission of power. This was admitted at the May meeting of the Institute of Radio Engineers in the Engineers' Building last night by E. F. W. Alexander, consulting engineer of the General Electric Company, in accepting the gold medal of the institute in recognition of his original research and inventions in the radio field.

Fessenden, said Mr. Alexander, conceived the possibility of sending power by radio waves. In the course of his work for Fessenden the General Electric laboratories the transmission of the voice developed.

"Radio telephony," he said, "is a by-product of the sustained radio waves of a method of alternating current power telegraphy to reproduce speech from the transmission. With the previous system of spark telegraphy it was no more possible to transmit the modulations of the human voice than it was in land dots and dashes of the Morse code."

The board of directors of the institute, which awarded the medal to Mr. Alexander, includes Dr. A. N. Goldsmith of the City of New York; John R. Stone, consulting engineer; Donald McMichael, editor of Telephone and Telegraph Age; John V. L. Hogan, president of the institute; Warren F. Hubley, engineer, and Lloyd Espenschied of the Western Electric Company.

ARCHBISHOP TO BE INVESTED TO-DAY

Imposing Ceremony Will Take Place at Cathedral.

Archbishop Patrick J. Hayes will be invested as the fifth Archbishop of New York this morning by Archbishop Bonzano, Apostolic Delegate to the United States, in St. Patrick's Cathedral.

Admission to the Cathedral will be by ticket only. Police lines around the church will permit the members of the church to proceed to the Archbishop's residence, Monsignore, heads of religious orders, secular priests, seminarians and laymen from the Cathedral College.

Cardinal Gibbons of Baltimore, Cardinal O'Connell of Boston, Cardinal Begin of Quebec, Archbishop Mundelein of Chicago, Archbishop Moeller of Cincinnati, Archbishop Keane of Dubuque, Archbishop Messner of Milwaukee, Archbishop Shaw of New Orleans, Archbishop Christie of Oregon City, Archbishop Loughery of St. Louis, Archbishop Glennon of St. Louis, Archbishop Hanna of San Francisco, and Archbishop Piataval of Santa Fe will be present.

At the cathedral the State and many from Connecticut, New Jersey and Pennsylvania are expected. Archbishop Bonzano will be the celebrant of the solemn pontifical mass at which he will be placed on the Archbishop's shoulders. He will be assisted by Mr. Mooney.

The pallium is a circular band of white wool worn by the Archbishop as a sacred sign of his office and his authorization to administer its affairs. Without it an Archbishop cannot consecrate a church, consecrate Bishops, ordain clerics and consecrate churches. When he dies the pallium is buried with him.

TRIAL BY COURT FOR YONKERS FARE ISSUE

Pending a Decision the Extra Nickel Must Be Paid.

After hearing further arguments in relation to the alleged illegality of the special ordinance passed by the Yonkers Common Council, authorizing the Yonkers Railroad Company to raise a 10-cent fare outside the city limits, Justice Morchauer, in Special Term of the Supreme Court at White Plains, arranged yesterday to try out the issue by a trial by jury.

Thomas J. O'Neill, counsel for the Five Cent Association of Yonkers, and Alfred T. Davison, attorney for the Yonkers Railroad Company, agreed to go to trial on that date.

In the meantime the corporation can continue to collect the 10-cent fare on all cars that travel outside of the city limits.

It was expected that there would be some kind of a stipulation that the corporation would rebate tickets for the extra fare pending the trial of the case, but no action was taken on this matter. President Huff of the Yonkers Railroad Company was in court. Vice-President Lewis Suberger was not present. He submitted an affidavit showing that the increased fare was imperative because the corporation is losing money daily.

"The corporation is not making money enough in Yonkers to pay the employees and there is a deficit of \$200,000 for one year."

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MASONS VOTE FOR ENGLISH RITES ONLY

Grand Lodge Sustains Edict of the Grand Master.

Objections of delegates from foreign language lodges were voted down yesterday by the Grand Lodge of Masons in convocation in Masonic Temple, Sixth avenue and Twenty-first street, and a rule was adopted prescribing the use of English only in conducting the ritual of the order. The action was to sustain an edict issued in February by the Grand Master.

Justice Townsend Scudder, who was head of the war service work in France, described the eleven-hour arrival of the contingent of the war zone and expressed some bitterness that the Government had put obstacles in the way of the order. Permission finally was obtained to go to France, he said, by an alliance with the soldiers' understand why the Masons did not get to the front so soon with their relief.

"We finally reached France greatly chagrined," Justice Scudder said, "but after all the eleven-hour trip is better than no hour at all."

The work of France is now progressing satisfactorily, he added. In Paris there are more than sixty Masonic clubs, and in Cologne there is a Masonic club which has more than 2,000 members. The lodges of New York State contributed \$10,000 toward the work. Justice Scudder said he had been so busy during the war that he had not time to attend a trench or a battlefield, but he had no conception of what No Man's Land looked like.

Resolutions were adopted favoring a Masonic service association which is to act in national emergencies.

Boy Identifies Robber Suspects.

Harry Hoffenberg, 11, of 163 East 109th street, identified two men in Harlem Court yesterday as the men who, on April 9, knocked a bottle of milk and a package of rolls out of his hands as they ran past him. The men were charged with blackjacking a clerk in the shop of Samuel Bruchheimer, 179 Third avenue and taking \$14,000. They were held in \$2,500 bail for the grand jury. They said they were Thomas Borrell, 317 East 109th street, and Joseph Santora, 723 Eighth avenue, Astoria.

JOHN WANAMAKER

A. T. STEWART 1823 COMBINED IN NEW YORK 1896 JOHN WANAMAKER 1861

New York, May 8, 1919.

Good morning!

The weather today will probably be fair.

Confidence Is a Plant of Slow Growth

from an invisible, internal force, and, like unto the red oak tree, it must have years and years to come to fruition. Only patient watchfulness to guard it from accidents can further its progress.

Our oak tree of business has been growing in the sight of all the people for nigh on sixty years.

As a matter of information to the public, who are much interested in the store, it is a pleasure for us to state that the growth of recent years has been accelerated beyond the growth of former years.

[Signed]

John Wanamaker
May 8, 1919.

Victory Loan

Lieut. Harry R. Will speak on the Liberty Victory Loan, at 3 p. m. in the Auditorium.

First Gallery, New Building.

Piano recital

In the Auditorium today at 2:30.

Antoinette Ward, directing. Modena Scoville, Helen Hulsmann, Constance Hulsmann, Gordon Phillips, pianists, assisted by the Great Organ.

First Gallery, New Building.

When the baby takes the air

he'll be more comfortable and his mother will be more satisfied if it is in a modern, comfortable and good-looking coach—the Wanamaker grand. Note these specially—

"Pullman" baby coach of genuine reed, one of thirty-seven styles; has reversible gear, body upholstered throughout with corduroy; enameled running gear with 1/2-inch rubber-tired wheels and nickel-heel caps, sliding footboard; lined reed hood with roll edge, natural finish, \$40.

"Pullman" sleeper of genuine reed and wood combined—reclining back, ivory finish, reversible gear, enameled, 1/2-inch rubber-tired wheels, body upholstered with corduroy, rolled edge and lined reed hood. \$44.75

Go-carts of genuine reed with reclining back and sliding footboard; 1/2-inch rubber-tired wheels, nickel-plated caps, body and running gear finished in white enamel, \$33.50.

"Strollers"—many new styles \$12.75 to \$29.75

Third Gallery, New Building.

Chambrays and crepes in pretty plain colors. Gingham in large blocks and plaids.

Model illustrated has the attractive tie-around waist—first time we have had this favorite model at such a low price.

Little shirtwaist dresses of chambray, with waists of rose pink and pleated skirts of porcelain blue.

Coat dresses, too.

Altogether, eight good models.

Second floor, Old Building.

Lovely sports skirts at \$10.50

most of them less than wholesale. This special purchase of smart novelty silk sports skirts is very opportune considering today's thermometer, and the fact that the entire Summer season is ahead. They're really very lovely—these skirts; in all novelty silks you've admired so much. Delicious flesh colored crinkly silk ones. Old blues and grays in lustrous baronet satin, and tricolors in midnight blue, black, and in colors, too. Chiffon and tricolors. Lovely brocaded silks. Failles and silk poplins.

Second floor, Old Building.

Distinctive shoes for women—\$10

Pumps and oxfords in all leathers and styles. Practical low-heel shoes for tramping and every-day wear; high-heel shoes much in demand for informal and "dress" occasions. Substantial shoes for long service; lightweight soles for women who prefer them. \$10.

Third Gallery, New Building.



Summer frocks

for miss 14 to 20

Presentation includes a collection of adorable individual models from Paris—in batiste, hankechief linen and voile—at \$35 to \$95.

For morning wear—beautifully tailored shirtwaist frocks of gingham. One is developed in brown-and-white striped gingham, the buttons are of fine pearl, and the only trimming, a bow, is of rich brown satin ribbon. The price is \$25. Other models in gingham start at \$13.75.

Tailleur frocks of white and candy striped silk that express the essence of good taste are \$39.75 to \$47.50.

Frocks of quaint "English prints" combined with organdie—one of the unique notes of the season—\$16.50 to \$25.

Dainty frocks of sheer organdies start at \$29.75, and those of fine nets at \$18.50.

Asorgette crepe and printed chiffon have also been decreed for Summer wear, many of the frocks of these dainty silks are in white and pastel colors as well as in navy blue.

Taffeta frocks with the new balloon skirt

Sketch shows the chic and graceful silhouette of this frock which one may select in navy blue or black taffeta. We will also make it in pastel colors. The neckline is attractive, is it not? \$59.50.

Crepe de chine dresses, including new pleated models, \$25 to \$47.50.

Girls' frocks—special—\$1.95

Sizes 6 to 14 years.

Chambrays and crepes in pretty plain colors. Gingham in large blocks and plaids.

Model illustrated has the attractive tie-around waist—first time we have had this favorite model at such a low price.

Little shirtwaist dresses of chambray, with waists of rose pink and pleated skirts of porcelain blue.

Coat dresses, too.

Altogether, eight good models.

Second floor, Old Building.

Coin de Paris

introduces an unusual Sports Cape which we will tailor to your measure for \$95.

Fourth floor, Old Building.

The Charm and Wonder of Oriental Rock Crystal

A Japanese crystal ball, absolutely flawless, without fleck or feather in it, stands on a carved ebony stand in the Oriental Shop. The stand is carved in the form of the Great Surging waves of the sea—the Sea of Happiness.